

For Sale.

FOR SALE.

CUTLER, PALMER & Co's
Celebrated
Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.

HENRIOT & Co's CHAMPAGNE,
Carte Blanche "Dry."
TH. ROEDERER & Co's CHAMPAGNE,
Carte Blanche.
JOHN DUNAN & Co's CLARETS and
WHITE WINES.
STANLEY & KENTISH'S PORTS and
SHERRIES.
MOULSON & Co's COGNACS, 1, 2, 3 Stars.
BLANCHY, FRERES & Co's COGNACS.
JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. j90

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

S. S. SINDH.

NOTICE.

CONSIGNEES of Cargo per S. S.
Sindh, from London, in connection
with the above Steamer, are hereby
informed that their Goods are being
landed and stored at their risk at the
Company's Godowns, whence delivery may
be obtained immediately after landing.
Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signees, before 11 o'clock To-day, request-
ing it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.
Goods remaining unclaimed after Thurs-
day, the 28th inst., at Noon, will be subject
to rent and landing charges.
No Fire Insurance has been effected.

H. DE POUREY,
Agent.

Hongkong, April 19, 1877. ap28

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

MYSTIC BELLE, American ship, Captain
David Plummer.—Siemsen & Co.
ROSINA, American 3-m. schooner, Capt.
O. W. Hansen.—Arnhold, Karberg & Co.
ROSETTA McNEIL, American barque,
Captain Brown.—Vogel, Hagedorn & Co.
ANGORANT, British ship, Captain John
Anderson.—Meyer & Co.
MYANMA, British ship, Captain W. S.
Garriock.—Douglas Laprak & Co.
CHORINE, British Barque, Captain Wm.
Robertson.—Wiesler & Co.

To-day's Advertisements.

FOR SHANGHAI.

The Steamer
"GLENAGLES,"
McBain, Commander, will be de-
parted for the above Port To-
morrow, the 21st inst., at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 20, 1877. ap21

FOR COOKTOWN.

The British Steamer
"JUAN,"
Capt. Stock, will have im-
mediate despatch as above.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR MANILA.

The Spanish Steamer
"SORSOGON,"
Captain LIZASBA, will have
early despatch.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR NEW YORK.

The A. 1 American Bark
"ALBERT RUSSELL,"
Captain CARVER, will load here
and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR LONDON.

The A. 1 British Clipper Ship
"LEUCADIA,"
MEANS, Master, will load here
and have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, April 20, 1877.

GERMAN STEAMER FERONIA.

M. SCHLITZ, Master, FROM HAMBURG
via SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby informed that
their Goods are being landed and stored
at their risk in the Godowns of the
Undersigned, from whence delivery may be
obtained.

Consignees wishing to take delivery of
their Goods from the Boats alongside the
Wharf are at liberty to do so.
Goods remaining in store after the 27th
inst. will be subject to rent.
Optional Cargo will be forwarded on,
unless notice to the contrary is given until
To-day.

Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.

Hongkong, April 20, 1877. ap27

NOTICE.

THE Undersigned has been appointed
AGENT at Hongkong and its vicin-
ity for "THE BOARD OF MARINE
UNDERWRITERS," by Power of Attorney,
dated Boston, U. S., 1st March, 1877.
T. G. LINSTEAD,
Hongkong, April 20, 1877.

NOTICE.

I HAVE this Day Established myself as
a SHIPPING BROKER at this Port,
under my own name.
W. H. SIEGFRIED.
Hongkong, April 20, 1877. ay20

To-day's Advertisements.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenagles*, having arrived from
the above Ports, Consignees of Cargo
by her are hereby informed that their Goods
are being landed at their risk by the Under-
signed into their Godowns, whence and/or
from the Wharf or Boats delivery may be
obtained.

Optional Cargo will be sent on to
Shanghai unless notice to the contrary is
given before 10 a.m. To-morrow, the 21st
inst.
Cargo remaining undelivered after the
27th inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 20, 1877. ap27

SHIPPING.

ARRIVALS.

April 19, *Wealthy Pendleton*, American
barque, 809, W. H. Hancher, Newcastle
(N.S.W.) Feb. 27, Coal.—VOGEL, HAGE-
DORN & Co.
April 19, *Christian McAsland*, British
ship, 960, J. Cowper, New Zealand March
2, Ballast.—JARDINE, MATHESON & Co.
April 20, *Esmeralda*, British steamer,
395, Cullen, Amoy April 19, General.—
A. McJ. HEATON.
April 20, *Feronia*, German steamer, 1089,
H. Schultz, Singapore April 11, General.—
WM. PUSTAU & Co.
April 20, *Douglas*, British steamer, 864,
G. D. Pitman, Fookow April 17, Amoy 18,
and Swatow 19, General.—DOUGLAS LA-
PRAK & Co.
April 20, *Lalla Rookh*, British barque,
814, Hender, Newcastle (N.S.W.) March
6, Coal.—MELCHERS & Co.
April 20, *Glenagles*, British steamer,
1877, MacBain, London March 18, and
Singapore April 16, General.—JARDINE,
MATHESON & Co.
April 20, *Tullochgorum*, British 3-m. sch.,
175, Stephen Mason, Haiphong April 6,
General.—CHINESE.
April 20, *Imbros*, British steamer, 1275,
F. Bennington, Saigon April 14, Rice.—
ORDER.

DEPARTURES.

Apr. 20, *Washi*, for Hoihow, Pakhoi, &c.
20, *Chun Tung*, for a Cruise.
20, *Tanaka*, for Yokohama.
20, *Fuyew*, for Shanghai.

OLRARED.

Anchises, for Shanghai,
Yangtze, for Shanghai.
Cypresses, for Saigon.
Corinne, for Bangkok.
Antenor, for London, &c.

PASSENGERS.

Per *Esmeralda*, from Amoy, Capt. Le
Bueh, and 315 Chinese.
Per *Douglas*, from Coast Ports, Mr and
Mrs Heron, and 72 Chinese.
Per *Glenagles*, from San Francisco, &c.,
General T. B. Van Buren, U. S. Consul
General, Mr Fred. Wooster, Capt. James
H. Cromwell, Mr O. Hill, and 120 Chinese.
Per *Glenagles*, from London and Singa-
pore, for Hongkong 115 Chinese.
Per *Shanghai* Messrs Dunman, Webb, Shendler,
and Duffie.
Per *Christian McAsland*, from New
Zealand, 7 Chinese.
Per *Feronia*, from Singapore, 160 Chi-
nese.
Per *Tullochgorum*, from Haiphong, 15
Chinese.
Per *Imbros*, from Saigon, 12 Chinese.

DEPARTED.

Per *Tanaka*, for Yokohama, Rev. Dullet,
Messrs Poyet, Brodie and Hippelley from
Marseilles, Mr and Mrs de Geoffroy, 2
children and servants, Messrs de Monthe-
rol, de Cry, and Woolf; from Suez, Mr J.
Davidson.
Per *Washi*, for Hoihow, 8 Chinese; for
Pakhoi, Mr E. Brown, and 4 Chinese; for
Haiphong, 26 Chinese.
Per *Fuyew*, for Shanghai, 110 Chinese.
To DUTAN.
Per *Glenagles*, for Southampton, Mr and
Mrs Haslam.
Per *Anchises*, for Shanghai, 1 European
and 20 Chinese.
Per *Antenor*, 1 European and 780 Chinese
for Straits, and 2 Distressed Seamen for
London.
Per *Yangtze*, for Shanghai, 110 Chinese.
Per *Corinne*, for Bangkok, 10 Chinese.

SHIPPING REPORTS.

The American barque *Wealthy Pendleton*
reports: Fine weather throughout the
passage.
The British steamer *Esmeralda* reports:
Light N.E. winds and cloudy weather
throughout.
The German steamer *Feronia* reports:
First part fine weather, last two days strong
N.E. winds.
The British steamer *Glenagles* reports:
Fair weather up till the night of the 19th
inst., then squally with much rain.
The British steamer *Douglas* reports:
From Fookow to Amoy, fresh N.W. wind
and dark rainy weather. Amoy to Swatow
and Hongkong, moderate N.E. wind and
cloudy. In Fookow—Sra. Benary and
Tewit. In Amoy—H.M.S. *Hornet* str.
Teut and *Duna*. In Swatow—Sra. *Jeddah*
and *Swatow*.
The O. and O. S. S. *Galle*, Capt. William
H. Kilday, left San Francisco March 21st
at noon, had fine weather with light vari-
able winds to the meridian, then strong
westerly winds to arrival at Yokohama,
April 18th, 6 a.m., 21 days and 21 hours,
left Yokohama at 9 a.m. on the 14th, had
calm for 3 days, strong northerly wind on
the 18th, and light N.E. monsoon from the
19th to arrival at 8 p.m. on the 20th, 6
days and 8 hours.
The British steamer *Imbros* reports: First
part of the passage moderate breezes and
fine weather from the S.E.; latter part
strong winds and rain from the N.E. to
S.E.

CARGO.

Per *Glenagles*, for London, 609 bales Raw
Silk, and 411 pkgs. Sundries; For Con-
tinent, 5 bales Raw Silk, and 45 pkgs.
Sundries. For New York, 6 pkgs. Sun-
dries. For Malta, 102 pkgs. Tea, and 100
pkgs. Sundries. For India and Straits,
about 800 pkgs. Tea, and 200 pkgs. Silk.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA:—
Per *Esmeralda*, at 1.30 p.m., 20
Saturday, the 21st inst.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI:—
Per *SINDH*, at 9 a.m., on Saturday,
the 21st inst. Late letters received
from 9.10 to 9.30.
Per *GLENAGLES*, at 2.30 p.m. To-
morrow, the 21st inst.
For SWATOW:—
Per *NORNA*, at 5 p.m. To-morrow, the
21st inst.
For SWATOW, AMOY, TAIWAN, AND
TAMSUI:—
Per *TAIWAN*, at 5 p.m., on Saturday,
the 21st inst.
For STRAITS SETTLEMENTS:—
Per *GADSHILL*, at 2.30 p.m., on Tues-
day, the 24th inst.
For BANGKOK:—
Per *DANUBE*, at 5 p.m., on Wednes-
day, the 26th inst.
For SAIGON:—
Per *KILLARNEY*, is postponed until
further notice.

MAILS BY THE ENGLISH PACKET:—

The English Contract Packet *GEELONG*,
will be despatched with the Mails for
Europe, &c., on SATURDAY, the
21st inst.
The following will be the hours of closing
the Mails, &c.:—
Friday, 20th inst.:—
5 p.m. Money Order Office closes.
6 p.m. Post Office closes except the Night
Box, which remains open all night.
Saturday, 21st inst.:—
7 a.m. Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.
10 a.m. Post Office closes except for Late
Letters. Registry of Letters ceases.
10.15 a.m. Letters may be posted with
Late Fee of 18 cents extra
to Postage till
11 a.m., when the Post Office Closes
entirely.
11.30 a.m. Letters (but Letters only,
addressed to the United Kingdom
Via Brindisi or to Singapore, may
be posted on board the Packet with
Late Fee of 48 cents extra postage,
till
11.50 a.m., when the Mail is finally
closed.
Hongkong, April 14, 1877. ap21

MAILS BY THE TORRES STRAITS PACKET:—

The Contract Packet *GEELONG*,
will be despatched from Hongkong
on SATURDAY, the 21st inst.,
with Mails for Singapore, Somer-
set, Cooktown, Cleveland Bay, Bowen,
Kopple Bay, Brisbane, Sydney, Tas-
mania, New Zealand, and Melbourne.
Correspondence cannot be registered after
10 a.m.
The Mails will be closed at 10 a.m. Late
Letters 10.15 to 11.
Correspondence for New Zealand must be
specially directed off Torres Straits, or
it will be sent via Galle.
Correspondence for Southern Australia can
be sent by this route if desired, but
as a general rule it is better to send
it via Galle.
Hongkong, April 14, 1877. ap21

MAILS BY THE FRENCH PACKET:—

The French Contract Packet *IRAOU-
ADY*, will be despatched from
Hongkong on SATURDAY, the 28th
inst., with Mails to and through
the United Kingdom and Europe,
via Marseilles to Saigon, Singapore,
Batavia, Galle, Pondicherry, Madras,
Calcutta, Bombay, Aden, Suez, and
Alexandria.
The following will be the hours of closing
the Mails, &c.:—
Friday, 27th inst.:—
5 p.m. Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.
Saturday, 28th inst.:—
7 a.m. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.
10 a.m. Registry of Letters ceases.
11 a.m. Post Office closes except for Late
Letters.
11.10 a.m. Letters (but Letters only)
may be posted on payment of a
Late Fee of 18 cents extra
postage, until
11.30 a.m., when the Post Office Closes
entirely.
Hongkong, April 19, 1877. ap28

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GALLIC*
will be despatched on TUESDAY, the
1st May, with Mails for Japan, San
Francisco, the United States, and Lon-
don, which will be closed as follows:—
2 p.m. Registry of Letters ceases.
2.30 p.m. Post Office closes.
2.30 p.m. Correspondence for Japan or the
United States only may be
posted on board the Packet
with Late Fee of 12 cents
extra Postage until
2.50 p.m. when the Mail is finally closed.
Correspondence must be specially directed
for this route, and if not fully prepaid
will be sent by British Packet.
Hongkong, April 18, 1877. my1

General Memoranda.

SUNDAY, April 23:—
Daylight—*Tanaka* leaves for Coast Ports
and Formosa.
MONDAY, April 24:—
2 p.m.—Sale of Household Furniture, at
Mr Adam Skewell's residence, Ro-
binson Road.
4.30 p.m.—Meeting of Members of the
H. K. Club at the Club House.
TUESDAY, April 24:—
3 p.m.—*Gadshill* leaves for Singapore
and Penang.
WEDNESDAY, April 25:—
11 a.m.—Meeting of Creditors in re
Thomas Thornton Anthony, a Bank-
rupt, at the Court House.
Penny leaves for Manila on or about this
date.
THURSDAY, April 26:—
4.30 p.m.—Meeting of Shareholders of
St. John's Cathedral.
Goods per *Sindh* undelivered after Noon,
subject to rent and landing charges.
FRIDAY, April 27:—
Noon—General Weekly Sale by Messrs
Lahs, Crawford & Co.
3 p.m.—Sale of Household Furniture, at
Mr F. Pell's residence, Praya East.
Goods per *Feronia* undelivered after this
date subject to rent.
Goods per *Glenagles* undelivered after
this date subject to rent.

MEMOS. FOR TO-MORROW.

Shipping.

Notice of Optional Cargo per *Glenagles* to
be given before 10 a.m.
10 a.m.—*Sindh* leaves for Shanghai.
Noon.—English Mail leaves for Ports
of Call and Europe.
Noon.—*Esmeralda* leaves for Mailla.
3 p.m.—*Glenagles* leaves for Shanghai.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aromatic Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 8.05 a.m.

DEATH.

At Hongkong, on April 19th, at 0.30 p.m.,
Mr HENRY THORNTON, Acting Manager of
Chartered Bank of India, Australia and
China.

THE CHINA MAIL.

HONGKONG, FRIDAY, APRIL 20, 1877.

We purpose concluding our notices of
the new Treaty Ports and Landing-
Places, opened to trade under the Chefoo
Convention, by a few remarks to-day
respecting Ichang, Shasi, Ngankang and
Tatung. Ichang is situated about 380
miles further up the Yangtze than
Hankow. There is said to be a good
anchorage off the town, and navigation
so far is simple, although the minimum
depth of water is only 7 or 8 feet, but a
few miles above the town the river
changes its character, flowing through a
very mountainous region between steep
rocky banks and over a rocky bottom.
Ichang is in fact believed to be the high-
est limit of navigation for steamers of
tolerable size. Foreign relations with
the place do not appear to have been
very auspiciously inaugurated. It
seems that after the site for the English
Settlement had been marked out and the
boundary stones placed, the natives,
having got an idea into their heads that
they were to be squeezed out of their
land in some way for the benefit of the
foreigners, seized the objectionable land-
marks, formed a suitable procession, and
amid the beating of gongs and other
appropriate accompaniments, solemnly
consigned the stones to the bottom of
the river. Not satisfied with this they
subsequently pulled down the house
tenanted by the members of the Inland
Mission, and also mobbed one or two
foreigners, but no one was seriously
harmed, and matters having now been
satisfactorily explained to the natives,
probably no further disturbances will
take place. Messrs Michie and Francis,
who visited the place in 1869 for the
purpose of examining into its trading
capabilities, were of opinion that it was
not nearly such an important town from a
commercial point of view as Shasi, re-
specting which we shall speak presently.
It is not a distributing centre except for
a small local trade, but a great deal
of the down-river produce is transhipped
there. The surrounding country is toler-
ably rich, and Ichang is undoubtedly a
convenient market for the tea districts
situated in the south-west angle of the
Hupoh province. The site for the
Foreign Settlement lies about half a mile
below the South Gate of the city, and
it is said it stands a very good chance of
being flooded at certain seasons.
Shasi is about 200 miles higher up
the river than Hankow, and is said to be
one of the largest marts, if not the largest
mart on the Yangtze, after Hankow.
It is at this point chiefly that the vessels
from Seehuen and Yunnan meet those
from Hankow and other ports down the
river, and the transshipment of produce
takes place. The river is said to be wide
and the anchorage good opposite the
town. Messrs Michie and Francis wrote
respecting the place—
"Its position enables it to command the
main route to Hoonan during the busiest
seasons of the year, by the Taiping canal,
the entrance to which is about 8 miles above
Shasi. This is both shorter and safer than
the river voyage, and is used almost exclu-
sively for the transport of merchandise be-
tween Seehuen and Hoonan; and also
Kwangtung, while the canal is navigable,
which is usually during 6 months in the
year. Merchandise passing between Han-
kow and Seehuen is also for the most part
transhipped here. The Great River being
comparatively little used below Shasi, as the
Poon-ho canal, which has its western ter-
minus there, joins the Yangtze at Sin-
tan-how, 120 li above Hankow, and not
only enables the merchants to curtail the
distance between Hankow and Shasi by 200
li, but affords them a safer and surer means
of conveyance from Shasi. Shasi is a place
where merchants and bankers do a large
business, but there is also a considerable
quantity of goods merely transhipped. It
commands the communication north, south

and East, but though nearly all the Seehuen
trade passes through it, a certain portion
finds its way by circuitous routes and avoids
this main-line of the Yangtze.

Ngankang, the provincial capital of
Anhui, is a town of about 40,000 in-
habitants, situated almost midway be-
tween the Treaty Ports of Hankow and
Wuhu. It has no water communication
with the interior, and consequently, no
trade of importance other than that
created by the local requirements and
industries. The inhabitants live chiefly
by supplying the wants of the numerous
officials and gentry who are of course
congregated in a provincial city. A lit-
tle hemp is brought overland from the
neighbouring hills, and the passenger
traffic is large and increasing.
Tatung is a town of about 6000 or
7000 souls, situated about 50 miles fur-
ther down the river than Ngankang. It
has a navigable creek leading inland to
southern Anhwei, for a distance, how-
ever, of only twelve miles. Tatung is
nearer the Taiping tea districts than
Wuhu, but the advantages of direct wa-
ter communication possessed by the latter
make it the natural port of exit for
all the green teas of that part of An-
hui. The place is also connected with
Luohowfoo by water, but the creek is
said to be shallow, and not much used.
Hemp is extensively grown to the south-
west of Tatung, and rice and cotton are
also produced in the neighbourhood, but
not to such a large extent as at Wuhu.
Its prosperity seems, in fact, to depend
very materially on the circumstance that
it is one of the calling stations for salt
junks passing up or down the river.
The anchorage is said to be very good.
Altogether neither this place nor Ngan-
kang seems likely to contribute very
much to foreign trade in China, and
will probably owe their chief impor-
tance to passenger traffic, which at the
present time has reached considerable
dimensions and which with increased
facilities will no doubt become developed
to a much greater extent.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Via Southern Route.)

ACTIVE PREPARATIONS FOR WAR.

THE RUSSIAN EMBASSY WITHDRAWN FROM
CONSTANTINOPLE.

LONDON, 18th April, 1877.

Active warlike preparations continue.

The Russian Embassy has been withdrawn
from Stamboul.

The expulsion of all Russians from Turkey
is daily expected.

Prince Gortschakoff has issued a circular
in which he justifies the war.

The Car has held an inspection of his
army at Kishineff.

The Report that the Persians lay claim to
Baghdad is denied.

THE YUNNAN COMMISSION.

The Under Secretary of State has stated
in reply to a question in the House that
the papers relating to the Yunnan Mission
are printed, and that they are only waiting Sir
Thomas Wade's memorandum.

LAUNCH OF A JAPANESE IRONCLAD.

At the launch of an ironclad constructed
for the Japanese Government, the Chinese
Envoy attended and proposed the toast of
the Japanese Navy.

Mr Pope Hennessy's appointment has been
gazetted.

LOCAL AND GENERAL.

GENERAL Van Buren, U. S. Consul General
at Yokohama, has arrived in the *Gaelic* on
a trip to recruit his health.

At the Marine Court to-day, three junk-
masters were charged by Inspector Cameron
with having neglected to report their arrival,
and were each fined \$2 or 8 days' imprison-
ment.

We are informed that H. E. Mr Pope
Hennessy is on board the incoming English
Mail, which may be expected on Sunday or
Monday. Arrangements will be made for
his landing at Peddar's Wharf, which will
in all probability take place soon after the
steamer has come to an anchor.

The splendid new steamer *Glenagles*, an
account of which appeared in our last
night's issue, arrived here to-day shortly
after 2 o'clock. She left the London docks
on the 18th March at 4 past noon, thus
making the run to Hongkong in 88 days.

Allowing for stoppages, delay in the
canal and difference of longitude gives her
actual steaming time about 84 days. She
can beat the *Glenartney* 20 miles a day, and
her officers are pretty confident, barring
accidents, of winning the race home.

List of Articles presented to the City Hall
Museum, from April 5th to 18th, 1877:—

Racoon from Manila; by J. A. de Remede,
Esq.; Raj.; Sparrow Hawk; by W. Schmidt,
Esq.; Shells, by J. M. de Jorda, Esq.;

the Viscount de Cereol and family may be looked for here shortly.

Manila.

(From the Manila Papers.)

The lines imposed some time ago by the Manila Custom House upon the captains of the British vessels *The Sir James Lee* family and *Whitehall* on account of certain doubts as regards the presentation of manifests, have since been remitted by order of the Metropolitan Government.

On the 10th April, there was received at the Banco Español Filipino at Manila, on deposit, the sum of \$100,000 in Mexican dollars imported by the steamer *Kemerulda*, consigned to Mr. J. Somerville, the agent of the Chartered Bank of India, Australia, and China at that place, pending the necessary justification from the party interested as to the time the order sent was previous to the issue of the decree prohibiting the importation of foreign coins into the islands.

The Spanish gold coins recently imported into Manila from Europe by the agent of the Chartered Bank, is said to be at 5 per cent premium. People about to leave for home take them in preference to bills of exchange.

Admiral Polo de Bernabé has been appointed chief of the Spanish Squadron, for cruising about the China waters and Celebes, and visiting occasionally the Sooloo archipelago.

The German frigate *Elizabeth* arrived at Manila on the 14th April from Singapore and Sooloo. She saluted the port as usual, and the salute was responded to by the shore battery; shortly after, she again saluted the Spanish frigate *Carmen* with 13 guns, which was also duly responded to by the latter.

The hull of the late schooner *Cefirino*, wrecked on the Montufar shoal, together with part of her cargo, saved, was sold by public auction on the 14th April for the sum of \$4.10.

The printing office belonging to the estate of the late firm of Russell & Sturges of Manila, was sold by auction on the 12th April to Mr. Celestino Miralles for the sum of \$875, and a hand fire-engine, belonging to the same estate, fetched \$8.00.

Police Intelligence.

(Before the Hon. C. May.)

April 20, 1877.

"A DROP TOO MUCH."

Thomas Blake, a seaman unemployed, was charged with lying drunk near the Hongkong Hotel. The defendant was recognized as having been convicted only a short time ago of a similar offence. Fined \$1, or two days imprisonment.

THE STEAM-WHISTLE NUISANCE.

Mr. Carl Vogel, of the firm of Vogel, Hagedorn & Co., appeared to summon the owners of the steam-launches *Blanche* and *Cim Long*, for a public nuisance, in that they caused certain noises to be made by the said launches. The complainant stated that the annoyance was very great from the steam-whistles of the steam-launches being constantly blown. They did not do so with the object of warning off other boats, or signalling them of their arrival, but they did so with the purpose of attracting the attention of the public. They blew the whistles even when the launches were lying at the wharf, and they seemed to vie with each other in the amount of noise they could make. If the launch lying on the wharf in front of the complainant's house whistled once, replies would be heard from the launches lying on the other wharf, so they kept up a constant noise. The defendant said they only used the whistle when the launches approached the wharf and to warn boats of their arrival. They did not blow the whistle unnecessarily. The Magistrate warned them that the whistle was intended to be blown only to announce their arrival, and must not be used when the launches were lying at the wharf, in order to attract passengers. The case was remanded for one week with the view of seeing how far the nuisance would be abated.

DESTROYING TREES.

Chow Ah-chi, a coolie, was charged with breaking off the branches of a banyan tree. The defendant said he was sick, and he was advised by a Chinaman who looked like a doctor that he would be cured by the leaves of the banyan steeped in vinegar. Fined 25 cents.

TRAFFIC IN WOMEN.

Ho Akwai, a married woman, and Yuen Ah-chi, a hawk, were again brought up for buying a woman named Chan Ah-ow for an unlawful purpose. The complainant said she was a widow, her husband having died three years ago. She was 23 years of age now, and since the death of the husband, she had been working as an amah. In February last she returned home for a holiday, but on board the passage boat she fell in with one Chit Ah-ow and his wife, who persuaded her to become their servant. She consented, but subsequently found that she was sold to the 1st defendant, who paid \$38 for her. She was brought down to Hongkong, but before doing so, the 1st defendant told her that she had bought her for an immoral purpose, but she must remember that she had invested a large sum of money in her, and she must not therefore run away from her. She added that she only meant to make a little money out of her, and if she was inclined to become free, she might run away from the next purchaser. Having been sold by her pseudo-employer, Chit Ah-ow, the complainant made the best of her situation and came down with the 1st defendant to Hongkong and stopped in a house at West Point. Overtures were then made by people to purchase her for the Singapore market, and various sums of money were offered for her. This same to the ears of the Police, who on the 1st of March, the girl and the 2nd for negotiating her sale. Prisoners were sent to six months' and two months' hard labour respectively.

Swatow.

Chartered steamer German barque Condor, 3,600 piculs, hence to Chefoo and back 38 cents per picul, 20 days.

Arrival: April 19, Chinkiang, and Douglas from Hongkong; 19, Yuen from

Coast Ports; 15, Norma from Hongkong; 15, Namoa and Jeddah from Hongkong; 17, Oceanus from Chefoo and Ym. Turner from Saigon; 18, Swatow from Newchwang.

Departures: April 12, Hallooing for Hongkong, Douglas for Coast Ports, and Hochung for Shanghai; 13, Yuen for Hongkong, and Hammonia for Chefoo; 14, Tekli for Bangkok; 16, Namoa for Coast Ports, and Foochow for Shanghai; 18, Columbian for Singapore, and Norma for Hongkong.

Vessels in Harbour.—Steamers: Jeddah, for Singapore, and Swatow. Sailing Vessels: Norma for Tientsin; Condor for Chefoo, Oceanus (disengaged) and Wm. Turner (disengaged). Man-of-war: H. L. C. M. S. gunboat Cheong.

China.

(Herald, April 12.)

The Customs cruiser *Ling Feng*, arrived on Saturday from Amoy, and left for Shanghai on Monday morning. She will probably be employed to convey the Inspector General of Customs to Ichang and other river and coast ports.

In regard to the proposed purchase of the waterside lots lately destroyed by fire, we understand that nothing further has been done in the matter. The Consuls are believed to be in active communication with the Chinese Authorities on the subject.

Ting Futai is expected to return to this port at about the end of the present month. His Excellency is said to have suffered considerably in health during his stay in Formosa, and it is thought probable that he will decline the permanent governorship of that island.

We are glad to observe that the Cricket Club has commenced operations. It is rather late in the season to expect anything more than the roughest practice, and the ground is moreover in a very unsatisfactory condition, but we hope that an effort will be made to bring out some good play in the autumn. The heat on the 9th and 10th inst. was unusually oppressive for the season; thermometers in the shade registering 84°. On the evening of the 10th one of the heaviest showers on local record took place, and the rain continued without cessation throughout the night. Considerable damage was, we hear, done to many native houses.

The *Stirs*, *Europe*, and *Han Kwang* have latterly brought large cargoes of rice from Shanghai to this port, and much more is, we believe, en route. It may seem strange, in view of the famine in the north, that this exportation of grain southward should be permitted. Prices are we understand about 40 per cent higher than last year, but there is no scarcity of food in any part of this province.

H. M. S. *Mosquito*, having Mr. Consul Alabaster on board, left for Wen Chou on Saturday afternoon. Although that port is now formally opened to foreign trade, we do not hear of much preparation for the establishment of Hong Kong. The Commissioner of Customs and staff are living in a Joss House, and we believe that a similar style of residence has been hired for the British Consul's use. So far as we can learn not a single European residence has been commenced.

We have lately seen several sadly mutilated United States Trade Dollars. When these dollars first became current at this port, it was understood that they should be exempt from the senseless and grossly unjust practice of "chopping," or in other words dishonest custom of slicing off portions of the precious metal—to the small injury of servants and others who are paid by count instead of by weight. In fact, the Chinese Authorities issued a proclamation on the subject, translation of which was subsequently published in this journal. The difference between a *clean* and a *chopped* dollar is keenly appreciated by the poorer class of natives, in whose minds shuffling is too often only another term for *shrinkage*.

A watchman in the employ of a foreign firm hanged himself on the night of the 10th inst. under the following circumstances. Several robberies had lately been committed in the neighborhood, and a man was arrested on the charge of being concerned in the same. This man, under examination, declared that the stolen property had been received by the deceased watchman. A yamen runner was therefore sent to arrest the watchman, who loudly protested his innocence and resisted capture. The authorities were however determined to make him prisoner, and the unfortunate man was in such dread of the torture and "squeezing" incidental to men in his unhappy position, that he saved the paternal mandarin all further trouble by hanging himself under the porch of his foreign employer's residence.

His fellow servants stoutly maintain the man's innocence, and say that the actual thief owed him a grudge and trumped up the story of his guilt. Under any conditions, the case fully illustrates the native dread of the court of justice (?) usually meted out in the City. The man was about fifty years of age, and had been in foreign employ since the opening of the port.

The Hospital for native Women and Children lately erected at the west end of the Foreign Settlement, and which is to be under the care of Miss S. Traak, M.D., is, we understand, to be formally opened on Wednesday next, the 18th inst., at 3.30 p.m., on which occasion appropriate exercises will take place. The building is a neat two-storied structure, containing at the east end rooms for the residence of the lady physician, and an associate; and at the west end several large ward rooms, a drug room, a surgery, a reception room, rooms for nurses, &c. It has been erected by the Women's Foreign Missionary Society of the Methodist Episcopal Church in the United States, under whose auspices Miss Traak conducts her benevolent work. With the imperfect accommodation afforded during the past year for dispensary work in a small building within the mission compound, this accomplished lady has treated 681 patients—among them several difficult surgical cases—and with most uniform and gratifying success. We hear that it is the purpose of the Committee, having the matter in hand, to invite the entire foreign community to the opening exercises; and we hope that there will be a full attendance.

We regret to learn that local contributions to the Shantung Relief Fund are not quite in keeping with the famed liberality of this community. It is possible that through want of proper organization individual efforts to assist the starving population of the north have been partially failed; but to whatever cause the want of success may be ascribed, we are quite satisfied that it cannot be due to any lack of sympathy or humanity on the part of the community. At nearly all the other ports handsome sums have been raised, and

we shall be much surprised if the residents of Foochow do not take active and joint measures to ensure a larger subscription towards this most deserving and urgent charity. Contributions to date, to the amount of \$272, have been sent north.

Japan.

(Gazette, April 12.)

A fatal accident occurred on board the U.S.S. *Alert* on Thursday evening last. A young man named George Harvey was aloft about sunset, and fell from the main yard head foremost, to the deck. He was immediately picked up, but was perfectly unconscious, and died a few minutes afterwards from comminuted fracture of the skull. The deceased was a landsman on board the *Alert*, was nineteen years of age, and the only son of a widowed mother. His shipmates, anxious to testify their esteem for the deceased, collected about \$200 for the purpose of erecting a suitable tombstone to his memory; but we hear that this sum will most probably be sent to the bereaved mother, instead of being expended as originally intended, it having been represented to the men that the living was more in need of it than the dead.

We hear that at least one of the Mitsui Bishi steamers is likely to be put on as a regular trader between Japan and the Australian Colonies.

THE INSURRECTION IN JAPAN.

(Gazette, April 13th.)

The *Hochi Shinbun* reports that communication has been effected between Kumamoto castle and the Imperial troops in the field. It says that a telegram from Nagasaki announces that at about 2 p.m. on the 8th instant, Lieut-Col. Oki, at the head of one battalion of the Kumamoto garrison, made a determined sortie from that castle and fought his way to the Imperial headquarters at Uto, through the insurgents. The state of the garrison is now well known. There is no want of provisions. A telegram from Uto, sent at 5.30 p.m., the same day, states that the castle of Yajiro, held by the imperialists, was attacked by superior forces of insurgents. The engagement lasted for about six hours. At length the insurgents were totally routed and driven back in disorder as far as Furumoto. The victorious troops in Yajiro were joined by Lieut-Col. Okazawa's division, and the united army advanced in pursuit of the insurgents to Ogawa. Many of the rebels were killed or taken prisoners. A telegram from Kioto says that on the 10th instant, a battle was fought at Waifu. After a desperate struggle the insurgents broke ground, and the imperialists took entire possession of the town. No battle took place at Uyeiki or Kidome on the same day.

The *Choya Shinbun* says that a telegram received on the 14th instant is to the effect that the imperialists under the command of Lieut-General Kawaji had expelled the insurgents from Kosa. About 13,000 men will be sent to the south on or about the 20th instant.

The Straits.

(Singapore Daily Times.)

The Nododa of a Chinese Junk named *Kim Liong Watt*, which arrived from Foochow on the 8th instant, reports that on the 27th March last, when abreast of Cape Tiansu near Saigon, he saw another Chinese Junk steering towards his vessel, and believing her to be an ordinary trader, the *Kim Liong Watt* kept on her course. The breeze was light. When the other Junk was about 100 fathoms off she opened fire, which wounded 6 and killed one of the crew of the *Kim Liong Watt*. The latter returned the fire with all the muskets available, the big guns not being ready for action. A fresh breeze springing up at night, the *Kim Liong Watt* succeeded in evading her pursuer.

From Batavia and Samarang journals, to the 29th March, the following intelligence is translated:—"On the 23rd April next, the Court of Justice here will take in hand the case of Reynolds, lately the owner and captain of the American schooner *Lucy*, who is now detained for the time being in the civil and military prison here, charged with having wilfully and deliberately inflicted a blow on a native car-driver, which blow resulted in illness and inability for personal labour during more than twenty days" (*Java Post*, 23rd March).

"To-day there was sold by public auction here by the firm of S. G. Batton and Co. the American schooner *Lucy*, 92 tons burden. Mr. A. G. Bosch was the buyer for the sum of 6000 guilders" (*Ibid.*, 25th March).

Yesterday the *Baron Bentinck* arrived here towing the *Coldstream*, Walker, which, as has already been mentioned by us, had grounded on Pulo Lepar in Gaspar Straits during a voyage from Iloilo to the Channel. The *Baron Bentinck* had to take on board fully 1200 bales of sugar and hemp before the vessel was sufficiently afloat to admit of her being towed off. We understand that on this occasion, the depth on the said sandbank appeared to be two metres less than was marked on the latest published chart" (*Batavia Dagblad*, 23rd March).

In the *Batavia Dagblad* of the 15th March appear the following remarks sent the coolies who refused to proceed from Singapore to Mr. Hedeman in Siak:—

"We understand that the owners of the Siak estate alluded to, have forthwith taken measures here to prevent the repetition of such occurrences, which also, in case of the coolies reaching the estate, will show there the needs of dissatisfaction and unrest. They have written to the director of the estate never more to leave the engaging of coolies to a Chinese employer, and, furthermore, to conclude an agreement with Messrs. MacLaine, Fraser & Co. at Singapore, that in their office every one of the coolies intended for the said estate shall sign a contract read to them in Chinese there. Besides this, the said estate owners intend no more to seek for coolies hereafter in the Singapore market, but to recruit them direct in China."

"Salt.—A couple of days ago there arrived in the roadstead here a British vessel, which, besides other goods, had on board 2000 moulds of salt. On the manifest the last mentioned cargo was duly mentioned, but the custom house officer had not entered the salt in the general statement, because he was under the impression that it should be considered as ballast; he, however, contrary to the prescribed rules, neglected also to note it in the general statement. The shipmaster asserts that he is wholly guiltless of being silent regarding the cargo of salt, and that the salt is intended for the Sultan of Ooliss. The Customs officers state thus before a case which is not provided for by the Regulations. It is true that it is enacted therein that on the general statement the

whole of the cargo without exception must be mentioned, but the penalty for the non-observance of this commandment has been forgotten. The fine and confiscation threatened with respect to a deficient statement of the number of cases, or the quantity discharged, are here not applicable, because the matter under consideration is not a deficient statement but total silence. We are assured that the subject has been referred to the Director of Finances" (*Samarang Courant*, 15th March).

The following ship news is taken from the reports of the military and naval commanding officers at Aboehn, dated, respectively 15th Feb. and the 15th March.

"North coast.—The *Algerine*, a schooner under the British flag, stranded between Batu Putih and Tanjung Segil, and, after having been abandoned by her crew, was plundered of everything portable. The matter is under inquiry by the Rajah of Pedir, the place where the schooner stranded being under his jurisdiction." (*Bat. Handelsblad*, 24th March).

"On the 11th Jan. last, H. N. M.'s steamer *Art Van Nes* made a fruitless effort to bring off the *Madras*, a topsailing under the British flag, which had stranded to the S. of Batu Pedir. From rumour several of the crew of the said tops had been murdered by the coast people, and the goods on board stolen. According to later intelligence, it appeared however that only one of the crew had been murdered, and that portion of the goods had been given back. Tuku Pakoh, to whose territory that portion of the coast belongs, was duly informed of what had happened." (*Java Bode*, 19th March).

JOURNALISM TWENTY CENTURES AGO.

(Pictorial World.)

The first Roman journal, published over 2,000 years ago, appeared only once a year. This paper, intended to be read by the public, was known by the title *Annales Maximi*. The editor of this paper was the Pontifex Maximus, whose duty it was to chronicle all the important events of the year. The news was written on white wooden tablets and attached to the residences of citizens. It must have been a curious sight to see the old Romans crowding around these tablets to get a look at the latest news. But the thirst after knowledge and the curiosity of the people grew rapidly and in such a measure that the government, the only issuer of a journal, found itself obliged to issue a daily journal, having reached the age of 2,044 years, are still in existence. The name of the first daily journal was *Acta Populi Romani Diurni*; it appeared daily either as "Album," i.e., the tablet hung out in public, or the contents were written with red chalk on the walls of the houses. The contents of the journal comprised what would be classed as daily news in our modern papers. Doubtless it will interest some of our readers to peruse a verbal translation from the oldest journal extant, issued one hundred and sixty-eight years before the birth of Christ:—"Consul Scipinius was the acting judge to-day. There was a heavy thunderstorm, and the lightning split an oak at the foot of the hills of Veli. In a hostelry at the foot of the hills of James there was a fight, in which the landlord was badly wounded. Scipinius punished some butchers on account of their selling meat which had not been inspected; the money thus paid was used to erect a chapel to the Goddess Laveria. The broker Ausidius fled from town to-day, taking money with him longed to other people. He was caught, and had to refund the money. The brigand Demophilus, who was crucified to-day, the Natilla from Asia arrived to-day."—It must be of interest to journalists to know that Julius Caesar, the greatest of all Romans, paid special attention to journalism. He saw the necessity of instructing the people in everything occurring in the State, and we find this quotation in Suetonius:—"Julius Caesar, as soon as he had entered his public office, caused not only to be written, but also spread among the people, the proceedings of the Senate." This was the first political paper, and as it contained news about buildings, births, deaths, executions, and anecdotes, it can be likened very much to our modern papers. It seems incredible, but it can be proved, that already in the olden times there were stenographers who took down the speeches made in the Senate or in public. They were called "Notarii," and we find a place in Suetonius where Augustus is angry because the stenographers reported the speech of Caesar for Metellus in a very imperfect manner.

COMMERCIAL.

April 20.

No change to note in the position of the market for Bengal Opium, during the short interval that has elapsed since the despatch of last mail. Notwithstanding the large stock of Old Patna and the expected addition to it at so late a period in the year, the holders of the drug evince no laxity in their firmness, and there has been hardly any variation in the ruling of the rate for it. Unless some extraordinary circumstances intervene, however, the prospect of the maintenance of the current rates does not appear so assuring. The present quotation is \$877.4 to \$880.

The moderate stock of Benares last noted was not without its due effect on the ruling of the rate for the drug, which kept very steady at the last given figure for the most part of the interval under notice, and, latterly better terms have been obtained. From the Coast ports the call for the drug has continued, and the day's rate is given at \$5.00.

Without any addition to the last-noted receipts, the present available supply is computed at 2,780 chests, against 1,800 chests at the corresponding date last year. During the period under notice some 600 chests have been taken by the local consumers, against 360 chests at the corresponding interval last year. Of the above given stock 280 chests are Benares, of which kind 400 chests comprised the stock same time last year.

Messrs. HERNIMANN & Co.'s Freight Circular, for the Mail of Saturday, 21st April, says:—

Owing to the alteration in the date of departure of the mail, a shorter interval than usual has elapsed since the issue of last Circular, during which the market has continued calm, the settlements reported are but a few and rates unchanged.

Homeward rates slightly exasperated for tonnage, but all outwardly vessels are seeking employment rates are weak. There is little demand from the Philippines, but the charters reported below are understood to have been effected at late rates, viz.: \$14

per ton for all Sugar to New York, and \$3 10s. per ton to the United Kingdom. Coastwise, very little business has been done, owing to the scarcity of small vessels, but freights continue firm for suitable ships for the Northern Ports. From Saigon to this port enquiry for steamers is languid, and rates are nominally 18 to 20 cents per picul, while for Bangkok there is but little demand, steamer rates being nominally 30/35 cents per picul.

The British ship *Nyassa*, 799 tons, has been laid on the berth for London, under charter effected at home, and takes Sugar at \$2 15s. per ton of 20 cwt., and light freight at \$2 5s. per ton of 50 feet.

The disengaged tonnage in port amounts to 10 vessels, registering 6,976 tons. The following are the settlements:—British ship *Argonaut*, 1872, Philippines to New York or Boston, private.

British bark *Havilah*, 472, Philippines to a Port in the United Kingdom or to New York, or Boston, private.

American bark *Rosetta*, 611, hence to San Francisco, private.

British steamer *Juan*, 1019, hence to Cooktown, private.

British bark *Coriune*, 395, Bangkok to Hongkong, (inside the Bar) 35 cents per picul, (outside the Bar) 30 cents per picul, 30 day days.

British steamer *Killarney*, 1060, Saigon to Hongkong, 22 cents per picul, 10 day days.

British steamer *Cypreus*, 1280, Saigon to Hongkong, 20 cents per picul, 10 day days.

German bark *Bertha*, 442, hence to Quinhon (Cochin-China) and back, \$2,700 in full, 25 day days.

British steamer *Yangtze*, 738, Newchwang to Swatow, 35 cents per picul, 10 day days.

Messrs. DEACON & Co.'s Canton Market Report, dated Canton, 19th April, says:—

The interval, between this and the date of our last printed issue, being but ten days, coupled with the usual small business doing at this season of the year, leaves us with very little matter of interest to report upon.

Market settlements and private contracts are said to exceed 2,000 boxes New Season's New make Congo, costing from Tls. 21 to 32, and at these prices, they are at the party of late current rates. The quality of the "leaf" daily arriving from the country, unfortunately does not improve, and what has been shipped may now be considered a fair criterion of the "First Crop."

The cargo per ste. *Agamemnon*, left on the 7th instant, not having been circulated, our export of New Season's Congo remains as last reported:—Total as per last statement, 176,819 lbs.

Silk.—A few dealers showing indication to sell has resulted in the settlement of some 70 to 80 bales Tatsee, but a concession of \$15 to \$20 per picul has again been made in favor of buyers, compared against last quotations. Our market is virtually cleared of Nos. 1, 2, and 3 classifications. No. 4 can be bought on basis of late rates ruling in Europe, say: \$400 equal to 14/ in London and frs. 39.50 in Lyons, but with anything like a general demand, holders are sure to advance their prices.

Long-reels have been dealt in, to a small extent, for shipment by this outgoing mail. Re-reels.—There is nothing fresh to report about these, beyond the settlement of 30 boxes at fully \$20, per picul, decline in price.

Stock is estimated as follows: 450 to 500 bales Tatsee, 50 bales Cumchuck and Lucklow, and about 100 bales of inferior sorts.

Reports say the weather up country continues favourable for the "New Crop," and the "First Yield" is expected to be a large and good one.

QUOTATIONS.

Tatsee, Curio, None.
" No. 1, \$485
" " 2, \$400
" " 3, \$430
" " 4, \$430
Cumchuck & Lucklow, None.
Re-reels Cumchuck, Best None.
" No. 1, \$530
" " 2, \$510
" " 3, \$490
" " 4, \$490
Coto-og-own, None.
Waste Silk, No. 1, \$85
" " 2, \$75
Cocoons Pierced, " 85

SETTLEMENTS FOR THE TEN DAYS.

1876-77. 1875-76.
For Europe, 80 bales. — bls.
United States, — bls.
do., Re-reels, 30 bxs. — bxs.
Bombay, 15 pls. — pls.

EXPORT FOR SEASONS TO DATE.

1876-77. 1875-76.
For Europe, 15,725 bales. 12,910 bls.
United States, — bls.
do., Re-reels, 6828 boxes. 5840 boxes.
Bombay, 1660 piculs. 6038 pls.
Waste, 4026 bls. 6120 bales.
Cocoons, 2147 bls. 974 bales.

DRUGS AND SPICES.—Cassia Lignea, is quoted at, for New Season's Loting \$11 in boxes, \$11.25 in boxes, for Old Season's \$11.25 in boxes, \$11.45 in boxes, \$11.50 in boxes. Sales 700 piculs. Stock 8,000 piculs.

Canada Buds, \$17.75. Sales 50 piculs. Stock nil. Star Aniseed, \$28 a \$27. Rhubarb, \$2.55 a \$2.40. Alum, \$1.85 a \$2.00 per picul. Camphor, \$18.50 a 18.75 per picul, packed.

SUNDRIES.—Fire Crackers 76 cents per box for Manching's No. 1 gold chop. Vermilion, \$38 a \$34 per box. Matting, Manching's Fine contract, White 4/4, 0/4 cents, 5/4, 12/4 cents, 6/4, 15 cents per yard. Red Check, 4/4, 11/4 cents, 5/4, 12/4 cents, 6/4, 15 cents, Double Extra Imperial, white 4/4, 18/4 cents, 5/4, 10 cents, 6/4, 10 cents, Red Check, 4/4, 15 cents, 5/4, 17/4 cents, 6/4, 20/4 cents per yard. Cargo Ginger, new, in syrup (Chyloong) \$3.50 per box of 8 lbs. Mandarin, \$4.10, Young Stem, \$6.70.

IMPORTS.

Leaf.—In the absence of demand is quoted nominally the same as per last address, LB and soft brands \$3.30, WB and Hole Chop \$3.40 a \$3.45 per picul.

Quinquina.—Clarified, No. 1, \$158 a \$165. No. 2, \$255 a \$265. No. 3, \$135 a \$138 per picul. Grade No. 1, \$340 a \$420. No. 2, \$260 a \$270. No. 3, \$180 a \$190 per picul.

HAIRPINE.

The rate of freight to London per steamer is \$3.8/ a \$3.18/ per ten of 40 cubic feet. Loading and on the berth.—At Whampoa. For London and New York, Nagas, Discharge.—From Whampoa, Nagas.

Quotations.

HONGKONG, April 20, 1877.

OPIMUM.—New Patna, cash, \$577.4 a \$580
" New Benares, cash, 560
" New Malwa, cash, 560
" credit, 565
" Allowance, 12 a 40
" Old Malwa, cash, 580
" credit, 585
" Allowance Tatse, 32 a 45
GAMPHOR, 17 a 18
QUICKSILVER, 61 a 62
SALTPETRE, 5.70 a 5.20

Exchange.

Bank, on demand, 3/11
" 30 days' sight, 3/11
" 6 months' sight, 4/0
Credits, 4/0
Documentary, 6 months' sight, 4/0
Bombay, 22 1/2
Calcutta, 22 1/2
Shanghai, demand, 7 1/2
" 30 days, 7 1/2
Bar Silver, 17, dwt. 2, 9 1/2 prem.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted, at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTREY,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELIORS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.

OLYFEANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1873.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Folles issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,

Hongkong, July 20, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates. A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,

Hongkong, January 2, 1873.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,

Hongkong, October 14, 1869.

Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

Also,

Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GEELENG, Captain FRASER, will leave this on SATURDAY, the 21st April, at Noon.

For further Particulars, apply to

A. LIND, Superintendent.

Hongkong, April 14, 1877. ap21

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE

CENTRAL

and

UNION PACIFIC AND CONNECTING

RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S. S. "GALIC" will be de-

parted for San Francisco via Yokohama, on TUESDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 8th Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 87, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, April 3, 1877. my1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 13th May, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Indian Sea, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 18, 1877. my15

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 12 to 24 columns of closely printed matter.

THIS MAIL SUMMARY is compiled from

the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of cash fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$12.50.)

Orders should be sent to GOS. HUSKAT BARR, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$12.50.)

Orders should be sent to GOS. HUSKAT BARR, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

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Terms of Advertising, same as in Daily China Mail.

Intimations.

AFONG, PHOTOGRAPHER.

by appointment, to

H. E. SIR ARTHUR KENNEDY,

GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Also, S. S. Radcliffe's supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has

been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sung Chuan Naithe Post Office,

Luen Hing Street; Chai Hong Low Hotel,

Luen Hing Street; Kwong Tin Fat Shop, Yan

Tad Street; Mr. Sit Chuen Fan, Tuen Wen

Kwan; Yuen Fong Shop, in front of the

Provincial Treasurer's Yamen; How Yuen

Shop, Small Market Street, New City; Yee

Cheung Photograph Shop, Honam; Kwai

Heung Shop, Sin Cheong, Honam.

Siam.—Sui Cheong Hong; Woh Shun

Leong Hong.

Amoy.—Chin Cheong Hong, Mook Kak

Street.

Foochow.—Mr. Yu Ching Cheong, Foo

chow Arsenal; Mr. Lum Kwok Ching, Mar-

itime Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-

itime Customs; Mr. Ho Yue Chuen, Mar-

itime Customs; Matheson & Co.; Mr. Kwong

Chuen Fook, Educational Mission School; and

Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime

Customs.

Hankow.—Yee Hing Hong.

Ohfou.—Yee Shun Hong.

Japan.—Mr. Leong Chuan Tong, Muni-

cipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong

Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies;

others will be published, when they are

arranged for. Negotiations are in progress

with the express couriers who carry the

official despatches and Peking Gazette, to

circulate the Chinese Mail in the interior of

China.

Hongkong, March 10, 1874.

Now Ready.

"THE CHINA REVIEW,"

No. 4, Vol. V.

Annual Subscription, Six Dollars and

a Half.

CONTENTS.

Essays on the Chinese Language, (Continued

from page 162.)

Deer-Stalking in China.

Chinese Dentistry.

Chinese Intercourse with the Countries of

Central and Western Asia during the

Fifteenth Century, Part II. (Continued

from page 162.)

A Legend of the Peking Bell-Tower.

A Chinese Horoscope.

The Law of Inheritance.

A Chinese Dictionary in the Cantonese

Dialect.

Short Notices of New Books and Literary

Intelligence.

Notes and Queries:—

A Chinese Dictionary in the Cantonese

Dialect.

"Watching Spirits."

Chinese Folk-lore.

Yin and Yang, according to Aristotle.

Pinyin English.

Goethe's "Werther" in China.

Chinese Music.

White Ants.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, March 20, 1877.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE

Chinese Mail.

TWO cents a character for the first 100

characters, and one cent a character

beyond the first 100, for first insertion, and

half price for repetitions during the first

week. Subsequent weeks' insertions will

be charged only one half the amount of the

first week's charge. Advertisements for

half a year and longer will be allowed a

deduction of 25 per cent on the total amount,

and contracts for more favourable terms

can be made.

Efforts have been made to establish

Agents for circulating the Chinese Mail in

all the ports in the interior of China, all

the ports in Japan, in Saigon, Singapore,

Penang, Calcutta, Batavia, Manila, the

Philippines, Australia, San Francisco, Peru

and other places which Chinese frequent.

When the list of Agencies is completed,

it will be published. Agents have been

already established in most of the above

places, and in important ports more than

one agent has been appointed at each.

CHUN AYIN,

Manager.

Hongkong, February 23, 1874.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, are now

ready at this Office—Price, \$1 each.

China Mail Office.

Intimations.

NOTICE.

LONDON & ORIENTAL STEAM

TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has

This Day been transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,

WILLIAM HUNT,

Secretary.

187, Leadenhall Street, LONDON,

1st January, 1877.

THE MARINE INSURANCE CO.

20, Old Broad Street, LONDON,

1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £340,000.

WITH Reference to the foregoing Adver-

tisement THE MARINE INSURANCE CO. has, This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept

Risks and Issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. McIVER,

Agent of the Marine Insurance Co. of

London.

Hongkong, February 16, 1877. au17

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MA CHUN AYIN, Manager.